

The Hongkong Telegraph.

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NEW SERIES No. 5814

號九初月六年四十三緒光

TUESDAY, JULY 7, 1908.

二拜禮 號七月七年九百一十

£50 PER ANNUM.
SINGLE COPY, 20 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 50,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. OHKAWA.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits—
For 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "

TAKEO TAKAMIOHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business.
receives Money in Current Account at
the rate of 2 1/2 per centum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai,
Rangoon, Samang, Sourabaya, Cherboon,
Tegal, Pecalongan, Paterson, Tjilatjap,
Padang, Medan (Deli), Palembang, Koa-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Ban-
gkok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per centum on daily
balances.

Fixed Deposits 12 months 4 1/2 per centum.

Do. 6 do. 4 do.

Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$13,500,000

Head Office—HONGKONG.

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.
E. Gootz, Esq., Deputy Chairman.
E. G. Barrett, Esq.
O. G. R. Broderick, Esq.
G. Friesland, Esq.
O. S. Gubbay, Esq.
C. R. Leimann, Esq.
H. E. Tomkins, Esq.
Hon. Mr. H. A. W. Slade.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months, 4 1/2 per cent. per Annum.

For 6 months, 4 per cent. per Annum.

For 3 months, 3 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st May, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST On deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,200,000

RESERVE LIABILITIES OF PROPRI-
ETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Hongkong,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Königliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Wächter & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sat. Oppenheim Jr. & Co., Köln.

Sayerische Hypothek und Wechselbank,
München.

LONDON BANKERS:

WESTER, N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
earned on application. Every description of
banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

SHANGHAI. (MARMORA) About 9th July. Freight and
Passage.
Capt. G. H. C. Weston, R.M.R.

LONDON, &c., via usual Ports. (MALTA) 11th July. See Special
Capt. R. A. Peters. Advertisement.

SHANGHAI, MOJI, KOBE & YOKOHAMA. (SVRIA) About 18th July. Freight and
Capt. D. C. Gregor, R.M.R. Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. (Socotra) About 18th July. Freight only.
Capt. W. R. Hickey.

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 4th July, 1908. [7]

Entertainments.

LANE, CRAWFORD & CO.

REAL BARGAINS IN

SECOND HAND PIANOS.

COLLARD - \$175
HAAKE - 175
ROSENKRANZ - 175
RUSSELL - 250
IRMLER - 250
STEINWAY - 250
ALLISON - 300
RONISCH - 300
CHALLEN - 325

ALL HAVE BEEN THOROUGHLY OVERHAULED, TUNED AND REGULATED.

Steinway - Semi-Grand.
Pleyel - Do.
Winkermann - Baby Grand.
Collard - Do.

LANE, CRAWFORD & CO. [8]

V. O. S.

AND

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 2nd July, 1908. [140]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [633]

PABST BREWING COMPANY

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA

Hongkong, 29th July, 1907. [51]

Notices of Firms

NOTICE.

WE have this day admitted Mr. WIL-
HELM HELMS and Mr. FRITZ
LIEB as Partners in our Firm.

Mr. C. A. H. WESTERBURGER has been
authorized to Sign our Firm per Procuration.

ARNHOLD, KARBERG & Co.

Hongkong, 1st July, 1908. [631]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 1st July, 1907. [147]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$1.00

Do. do. do. do. Monday do. \$4.00

MACAO-CANTON LINE.

S.S. "HOI SANG".

Departures Postponed.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM", 588 Tons, and "NANNING", 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 12th July.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 6 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the return-
ing steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY.....\$ 4.00 to \$ 7.00 according to room selected.

" WEEK 25.00 " 40.00 "

" MONTH 90.00 " 140.00 "

WEEK-ENDS—SATURDAY AFTERNOON TO MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by Ah CHEONG for over Seventeen Years Chief Cook with the late

Mr. J. W. OSBORNE. [1]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRIZE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [15]

KAMAKURA KAIHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy

distance of Yokohama and Tokyo, will be opened during April, under European

management.

Charges moderate.

Special terms for families.

Apply—

H. APPEL, Manager.

Hongkong, 14th April, [148]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager.

Hongkong, 21st June, 1907. [15]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN

Mails.

NORDDEUTSCHER LLOYD,

BREMER.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "GORDON" WEDNESDAY, Noon, 15th July.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "SCHARNHORST" About WEDNESDAY, 15th July.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" THURSDAY, 5 P.M., 16th July.

KUDAT and SANDAKAN "BORNEO" End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

Fortnightly Service TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR SHANGHAI, KOBE, YOKOHAMA, ARMANI BEHIC, Guionet, 20th July, P.M.
MARSEILLES, VIA PORTS, CALEDONNIEN, Lemonnier, 21st July, P.M.
SHANGHAI, KOBE, YOKOHAMA, YARRA, Sellier, 3rd Aug., P.M.
MARSEILLES, VIA PORTS, TOURANE, Lancelin, 4th Aug., at 1 P.M.
Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th July, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.
NAPLES 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.
FREIGHT TO OVERLAND via VANCOUVER.
PASSENGERS TO OVERLAND AND EUROPE 13 DAYS.
YOKOHAMA—VANCOUVER 13 DAYS.
LONDON and PARIS 26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS, 25th July. * CEYLAN, 26th Nov.
* OUESSANT, 27th Aug. * CORSE, 11th Jan.
* MALTE, 12th Oct.
No passengers. * Intermediate class and rates of passage.
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 6th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAH	SHANGHAI	First half July	JAVA	First half July
TJIPANAS	JAVA	First half July	SHANGHAI	Second half July
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATAP	JAVA	First half Aug.	SHANGHAI	First half Aug.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st floor, Hongkong, 6th July, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong, at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Dentistry.

TAIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN.

THE LATEST METHOD

OF THE AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1908.

Intimations

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

or Factory.

In Bags of 50 lbs. net \$5.85 per Bag

or Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 28th April, 1908.

ANARCHISTS IN TOKYO.

SOME EXTRAORDINARY SCENES.

On the afternoon of the 22nd ultimo some individuals in Tokyo professing the doctrine of Socialism gave a reception at the Kinkikwan Hall, at Kanda, to Yamaguchi Goro, a Socialist who has just left prison on the conclusion of a sentence following his conviction on a charge of inciting mobs to collect. Some seventy people assembled, and the proceedings passed off peacefully and orderly until about 6 p.m., when a body of about 38 individuals marched out from the hall, carrying three banners with the inscriptions in Japanese—"Revolution," "Anarchy, Community of property," and simple "Anarchy." The party was led by two women, one of whom was a girl 17 or 18 years of age. A few men wearing straw hats formed an advance guard, carrying the usual Socialist red flag. The procession wended its way in the direction of the Higher Commercial School. Here some thirty police officials appeared and intercepted the march. They endeavoured to relieve the demonstrators of their red flags, and a hard struggle ensued. An Inspector of the Kanda police with thirty policemen then came to the assistance of the first body of police, and arrested fifteen men who were regarded as the leaders. Some of these became excited and offered a strenuous resistance to the officials. A large crowd of spectators soon gathered, and great excitement prevailed for some time. One of the young girls who led the procession was Miss Sugano Tomo, and she is stated to be 17 years of age. She has been living in the house of Mr. Sakai Toshihiko, a Socialist leader, late of the Yodan. It is stated by one newspaper that she regards Joan of Arc as her ideal of womanhood, so that she is always trying to foment a disturbance. This is rather hard on the Maid of Orleans, who was moved by a religious impulse to attempt the deliverance of her country from the hands of the English invader.

Those who were arrested—including the two women—behaved in a disorderly manner at the police station, refusing to answer the questions of the officials. Some of them are stated to have stripped off their clothing in order to bother the officials as much as possible, but this may be the police account. Regardless of their sex, the two women acted most violently, shouting—"We shall not hesitate to die for our cause!" "We have no ruler or Government over us!" They declared that the police officials were their enemy and refused to give their names. All of the prisoners are reported to have acted in a disorderly manner throughout the night in the jail.—Japan Chronicle.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 8th July, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF WINES AND SPIRITS. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th July, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY and SATURDAY, the 10th and 11th July, 1908, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising:—KINKOSAN SATSUMA VASES, PLATES and TEA SETS, MAKUDZU and ARITA VASES and TEA SETS, BRASS and BRONZE WAR, OLD CLOISONNE VASES, BOWLS and PLATES, IVORY CARVINGS, GOLD DAMASCENE WARE, SILK-EMBROIDERED CUSHION COVERS, BED COVERS, KIMONOS, MOTHER-OF-PEARL INLAID SCREENS and PANELS, KAGA TEA SETS, &c., &c. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th July, 1908.

THE NEW FRENCH REMEDY THERAPION.

TRADE MARK.

THERAPION NO. 1.

THERAPION NO. 2.

THERAPION NO. 3.

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THERAPION.

THERAPION.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "NUBIA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted and marked by date, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 1st July, 1908.

FROM EUROPE.

THE H. A. L. Steamship.

"SAXONIA."

Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 6th July, 1908.

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRAMAYO."

Captain E. S. Thirkell, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 6th July, 1908.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. "Macedon" and from Bordeaux ex S.S. "Vall d'Arros" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be loaded here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 13th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 13th July, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 6th July, 1908.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are wanted against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1908.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Everything
for
Ladies'
and
Children's
Wear.

Specialists
in
Tropical
Clothing.

**GENTLEMEN'S
DEPARTMENT,**
28, Queen's Road

Ideas
for
Summer
Wear.

Coolest
Showrooms
in the
East.

**Wm. POWELL,
LTD.,**
General Drapers,
Furnishers,
Des Vaux Road,
and
28, Queen's Road,
HONGKONG

Intimations.

THE FLOOD FUND BAZAAR.

TO BE HELD AT
KENNEDY TOWN.
From July 1st to 16th, from 2 P.M. to 2 A.M.

**GIFTS FROM EUROPEAN LADIES
AND GENTLEMEN** for Sale at the
Bazaar are solicited and will be highly
appreciated.

All gifts to be forwarded to the Chairman,
Mr. FUNG WA CHUN, or to Mr. HO KONG
TONG, the Vice-Chairman, or to the following
Members of the Committee, which comprises
altogether One Hundred and Eighty Ladies
and Gentlemen.

Hon. Mr. WEI A YUK, C.M.G.
Mr. LAU CHU PAK.
Mr. CHAN KANG YU.
Mr. LAI KWAI PUI.
Mr. TAM HOK PO.
Mr. CHAU SIU KI.
Mr. WONG LAI CHUEN.
Mr. TAM TSZ KONG.
Mr. LEONG FUI CHI.
Mr. PUN YAN TSUN.

Hongkong, 4th July, 1908. [630]

NOTICE OF REMOVAL.

WE have this day REMOVED our
OFFICE from No. 1, King's Building to
the premises hitherto occupied by the
Pacific Mail S.S. Company, FIRST FLOOR,
QUEEN'S BUILDING, Canton Road.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 5th July, 1908. [640]

REMOVAL NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.
Occidental and Oriental Steamship
Company.

TOYO KISEN KAISHA.
Portland and Asiatic Steamship
Company.

ON and after this date, the OFFICES of
the above Companies are located in the
KING'S BUILDING, Canton Road, in the
offices formerly occupied by the Hamburg-
Amerika Linie.

Hongkong, 6th July, 1908. [641]

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English
preserves just to hand—

RUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORK, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908. [635]

**THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.**
(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1908. [648]

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1908. [648]

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1908. [648]

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General Managers.

Hongkong, 19th March, 1908. [648]

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TRUSTEE, EXECUTOR OF WILLS,
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Hongkong, 19th March, 1908. [648]

THE OFFICE OF
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Undertaken and Executed.
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General Managers.

Hongkong, 19th March, 1908. [648]

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1908. [648]

THE GERMAN NAVY LEAGUE.

WHAT ENGLAND MUST KEEP HER EYE ON.

As I have before explained in this place, I
have been wont to spend certain portions of
my spare time in periodical visits to my Ger-
man cousin at their place in the lovely valley
of the Lake. Here in the midst of these half-
British Teutons, pan-Germanic upholders of
the Welt-politik, and a navy strong enough to
tackle even the strongest sea Power in the
world, as well as all the other lively and com-
prehensive details of their Kaiser's Napoleonic
programme, I, as a representative of the
naval Power to be tackled, not only have a
thoroughly good time, but by dint of keeping
ears opened and eyes skinned, I have been
able to learn much of that larger imperial
enthusiasm which is stirring all Germany at the
present day, and promises to carry her people
very far, if not speedily, beyond all rivals.

One conclusion I am forced to. It is this:
that if at some coming time the trident is dashed
from our fist and we are compelled to listen
to a German version of "Britannia Rule the
Waves," the British people will have thor-
oughly merited their humiliation at the hands
of a more painstaking, a more self-sacrificing,
and a more patriotic people. Nothing during
my visits to Germany has impressed me with
more overwhelming force than the contrast
presented by the ignorance and want of interest
in naval matters evinced by our island people
with their huge coast line and over-sea posses-
sions, and the intelligence and eager enthusiasm
displayed by Germans all over the empire,
possessing as they do but little coast line and
few colonial possessions, while large numbers
can only be regarded by by instinct and
tradition as presiding the very antithesis of a
maritime Power.

Yet, including these last, the German people
from the towns and villages of far-away inland
Bavaria and Thuringia to Kiel and Cuxhaven
are all aflame with the desire of realising their
KAISER'S AMBITION,

and for the building of a fleet great and power-
ful enough—that is always the measure—to
bring the proud England to his knees, if
occasion arises. By what magic has this
wonder been achieved? How have the sons
of the soil, the hard-working clods of the
south and eastern territories, been inculcated
with the ardent spirit of the sea-rover? It
behoves us seriously to consider this fact, for
it will help us to discard any delusions we may
cherish that the Kaiser cannot count on the
whole-hearted support of his people to provide
all the funds he needs for the specific purpose
he remembered, of matching "selfish" and
"jealous" England on the seas. This, and
nothing less, is the lure which has been
dangled before the stimulated resentment of
burgess and peasant in return for their loosened
purses-strings, and it will become the pound of
flesh upon which they will insist.

The story of
HOW THE MACHINERY WAS PROVIDED
which keeps Germany working steadily for one
inveterate purpose is of extreme interest, and
provides a further instructive contrast between
English and German methods. The wonderful
results already achieved have alone been
rendered possible by the German Navy League,
which was started on April 30, 1898, after the
first Naval Bill had been passed in the
Reichstag. Its ostensible originator was Herr
Alfred Krupp, its actual deviser was the Kaiser
himself, although he has always preserved an
air of detachment and pretended to have no
active connection with his offspring whatever.

The German Navy League has been adroitly
pushed by taking advantage of the human
weakness of the man in the street to be actually
and personally associated with aristocratic
personages. This feeling is exceedingly strong
in Germany, where class exclusiveness is car-
ried to an extreme. The League, therefore, was
furnished with

A HIGHLY ARISTOCRATIC ORGANIZATION
and government, including Prince Henry,
Prince Wilhelm of Wied, and the beloved
Grand Duke of Baden. Under these patronages
nobility, high officers and officials, aristocrats,
generals, admirals on half pay, or retired Secre-
taries of State, who as agents and officers of the
League were prepared to receive into co-operation
every class, age, sex, rank, party, or creed.
In fact, all the high officials of the empire, re-
presenting the governmental machinery of all
Germany, were placed at the disposal of the
League. And with the glamour of such asso-
ciations dangled before them, the German peo-
ple have rallied to the cause en masse.

In effect it has become the largest and
MOST INFLUENTIAL PATRIOTIC
ASSOCIATION

in the world. It numbers 820,000 members,
with over 4,000 branches in Germany alone.
It has an income of over £50,000 per annum,
which is nearly all available for purposes of
agitation, chiefly, as I have pointed out, vir-
tually anti-British. Its journal, "Die Flotte,"
possesses a larger circulation than all the other
German monthly periodicals combined and
may be seen in almost every café, inn, barber's
shop, and private house.

In addition to the home branches, there are
about a hundred in various foreign countries
accepting the United States and Russia the
German Consuls being very generally the pre-
sidents. The contributions of these foreign
branches amount to about £1,000, or equal to
the whole year's taking of our Navy League
throughout the Empire. A curious fact in this
connection is that, whereas Germany in the
British Empire send comparatively small sums,
within the last two years there have been large
liver contributions, actually amounting in 1905
to nearly £200.

THE SOCIAL SIDE OF THE LEAGUE
I pushed for all it is worth. It is in fact, by
far the superior attraction for the "lucky" and
"happy" day's path to social recognition.
That is general yearly meeting is attended
by State dignitaries in Royal robes, British

receptions, and entertainments, with special
performances at the (P.M.), all of which are
exclusively confined to members of the League.
Prince Henry and other dignitaries of the
Empire lead the "fleet" of their presence, and the
Kaiser delivers his benediction by wire. Indeed,
the truly astonishing success of the German
League has been almost wholly due to the un-
limited aid and liberality of Imperial, Royal, and
official patronage, and as a consequence, by
means of skillful and scientific organization, it
has proved in the hands of its War Lord, or, as
its members love to think of him, the "Admiral
of the Atlantic," the most effective instrument
ever devised for the sway and direction of
public opinion.

And now look at some features of
ITS MODUS OPERANDI
upon which it relies for success. All the year
round an army of lecturers with cinemato-
graph apparatus, on the lines of "Our Navy,"
penetrates the provinces in allotted direc-
tions and familiarises the country people
with the idea of naval power. It has been
ascertained that these lectures draw as many
as 15,000 people every month. Theatrical
plays are written setting forth the same theme,
and the League has published a book of po-
pular naval songs compelling no less than
sixty-seven appealing to the sentiment, "Our
future lies on the water." Placards, also, ex-
hibiting Germany's relative sea power, and de-
vised to impress all with her bitter need of a
stronger fleet, are distributed broadcast by the
League free of charge.

With an eye to
THE RISING GENERATION OF GERMANS,
which under this reckless propaganda promises
to become more pan-Germanist and anti-
British than ever, the League especially busies
itself with the schools, stimulating interest by
lectures, pictures, naval exhibitions and enter-
tainments, etc., while during the summer of
every year it brings to the sea something like
5,000 children of the inland towns and districts.
The children and their teachers are munifi-
cently entertained, conducted over the warships,
and taught the imperial bearing of all they see.

The League's numerical strength and in-
fluence has more than trebled in the last four
years. It is stronger than any single political
party in the Empire, and is even gradually
causing party differences to disappear before
the ambition to dominate the sea. Even Social
Democrats are drawn into the meshes of this
tremendous organization. When the word
goes forth from Berlin, it rains pamphlets and
articles painting Germany's position in the
blackest of colour, as being surrounded by
watchful and jealous enemies chiefly Anglo-
Saxon, anxious to efface her and her com-
mercial competition. In fact Germans are
systematically reminded with almost wearisome
iteration that Great Britain is bent on destroy-
ing the German fleet.

Thus it is that the Germans, under the
influence of this persistent and skillfully-directed
agitation, have actually grown navy-mad, and
ready to back without demur the vast sums
continually asked for by the prospective
"Admiral of the Atlantic" to remove the
reproach of inferiority from a proud ambitious
people.—An R. N. in *Pail Mail Gazette*.

Intimations.

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [637]

CHARTREUSE

Chartreuse has never required to be ex-
tensively advertised: its ancient fame has al-
ways been and is still sufficient for its success.
An increase of imitations has recently ap-
peared and it is necessary to put consumers on
their guard and remind them that Chartreuse
— the incomparable liqueur — is only made
and can ONLY be made at the Grande Char-
treuse, with the process which has command-
ed its success.

As a guarantee of its authenticity, Con-
sumers are advised to insist upon seeing the label
which shows the well known signature
and emblem.

CHARTREUSE

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas! in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOL'S PREPARATION.

A true and sure remedy for the ill and maladies
of women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the Ex-
tracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Boyes says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

COLD STORAGE.

**THE HONGKONG ICE COMPANY,
LIMITED** have now 40,000 cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLAEN
Manager.

Hongkong, 22nd June, 1908. [643]

TYPEWRITERS

A SPECIALITY
OVER TEN YEARS' EXPERIENCE
OF
OLYFANING, OVERHAULING,
and REPAIRING.
ALL BROKEN PARTS.
SATISFACTION GUARANTEED.
ALSO
FOR SALE and HIRE.
MODERATE CHARGES.

**MOTOR
LAUNCHES
ON HIRE**
AT BLAKE PIER.
A GREAT BOON TO PASSENGERS
TO and FROM STEAMERS
AND
ALSO ROUND THE ISLAND FOR
PICNIC PARTIES, &c.
Fares from \$2 per Hour.

**HUMBER CYCLES
AGENCY.**
33 & 35 DES VEAUX ROAD.
HONGKONG, 18th June, 1908.

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES.
11, D'ARLON STREET,
HONGKONG.
HONGKONG, 25 SEPTEMBER, 1907. [644]

**DRAGON CYCLE
DEPOT.**
33 & 35 DES VEAUX ROAD.
HONGKONG, 18th June, 1908.

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES.
11, D'ARLON STREET,
HONGKONG.
HONGKONG, 25 SEPTEMBER, 1907. [644]

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES.
11, D'ARLON STREET,
HONGKONG.
HONGKONG, 25 SEPTEMBER, 1907. [644]

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES.
11, D'ARLON STREET,
HONGKONG.
HONGKONG, 25 SEPTEMBER, 1907. [644]

To Let.

GODOWN No. 14, DUBBEL STREET.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 8th May, 1908. [640]

TO LET.
**NO. 4 and 8 LEIGHTON HILL
ROAD.**
Apply to—
**HONGKONG AND KOWLOON
LAND AND LOAN CO., LD.**
No. 5, Queen's Road West.
Hongkong, 30th March, 1908. [646]

TO LET.
**A HOUSE in KNOTTS ROAD TERRACE,
Kowloon.**
Apply to—
**T. H. HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 9th June, 1908. [649]

TO LET.
**FIRST FLOOR of No. 6, QUEEN'S
ROAD CENTRAL, containing 6 Rooms
and Servants' Quarters.**
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 22nd May, 1908. [657]

TO LET.
GOOD OFFICES at 2, PRINCE STREET.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 28th May, 1908. [658]

TO LET.
**OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shewan
Tomes & Co.)**
Apply to—
**THE COMPAGNIE DEPARTEMENT,
E. D. Sassoon & Co.,**
Queen's Road Central.
Hongkong, 9th June, 1908. [658]

TO LET.
HOUSES in AUSTIN AVENUE, Kowloon
at \$50 plus taxes per month.
Immediate possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 17th June, 1908. [661]

TO LET.
**SHOP and DWELLING HOUSE, No. 74,
QUEEN'S ROAD CENTRAL.**
**ONE ROOM in PRINCE'S BUILDING, Top
Floor.**
Apply to—
S. J. DAVID & CO.,
Prince's Building.
Hongkong, 1st June, 1908. [659]

TO LET.
HATHERLEIGH, COMBUT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
**GODOWNS in PRINCE EAST, BLUE
BUILDING, and No. 46, Des Vaux
Road next to the Hongkong Hotel.**
FLATS in MONTROSE TERRACE.
**OFFICES on TOP FLOOR, No. 2, COR-
NAVOT ROAD, facing the Cricket
Ground.**
No. 16, DES VEAUX ROAD CENTRAL,
1st Floor.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 9th June, 1908. [660]

TO LET.
**THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.**

Hongkong, 19th March, 1908. [648]

**THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.**

Hongkong, 19th March, 1908. [648]

**THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.**

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sum of \$34.50 from a trader by name Yan Yan and giving an unstamped receipt for the same.

New Typhoon Refuge.

GOVERNOR'S MEMORANDUM ON LIGHT DUES.

INTERESTING CORRESPONDENCE.

We have received the following correspondence for publication:—

Colonial Secretary's Office,
20th May, 1908.

Sir,—I am directed to acknowledge receipt of your letter of 1st May on the subject of light dues, with its enclosure.

His Excellency is anxious that your Chamber should be in full possession of the reasons which have led him to the conclusions he has formed, and he has therefore desired me to enclose a Memorandum which he has prepared on the subject for your information.

I enclose the plans and estimates for the scheme, which, as you are aware, from the official reports in the *Gazette* of the proceedings of the Legislative Council, have already been submitted to the Public Works Committee of that body. The subject of the cost of the shelter is dealt with in His Excellency's memorandum.

With regard to the question asked in the ante-penultimate paragraph of your letter, I am to state that the revenue derived from the increased fees on cargo boats, lighters and waterboats was made in the interest of General Revenue since it was considered that the fees were low.

The increase based on last year's receipts will amount to \$18,000 per annum.

With regard to the suggestion put forward in the second paragraph of the enclosure to your letter I am to state that the Government is at a loss to understand how such tax could be properly distributed seeing that much of the underwriting is done outside the Colony, and I am to inquire how your Committee would propose to give effect to their suggestion.—I am &c.,
(Sgd.), F. H. MAY,
Colonial Secretary,
The Secretary to the Hongkong General Chamber of Commerce.

MEMORANDUM FOR CHAMBER OF COMMERCE RE LIGHT DUES.

REASONS FOR UNDERTAKING TYPHOON SHELTER.

The vital necessity and urgency of this work has been pressed repeatedly upon Government by the unofficial members of the Chamber, and my predecessor gave a pledge that Government would undertake it without delay, and would contribute a sum equal to that subscribed by the community towards the Typhoon Relief fund, viz.—\$25,000. The balance of this fund was handed over to Government. It amounted to \$35,844 and has been earmarked as a fund for relief in similar circumstances in the future. On my arrival in the Colony, it devolved upon me to make good Sir Matthew Pakenham's pledge, and when the estimates were discussed in September last, Messrs. Osborne and Hewitt again very strongly urged the necessity for the shelter and blamed Government for delay. From what I can gather they voiced the wishes of the community.

REASONS FOR DELAY.
This delay has arisen in the first place owing to a protracted discussion as to the comparative merits of different sites, and in the second place in the time required for making a reliable estimate, and in endeavouring to find an alternative and cheaper scheme.

When the project was first broached a rough calculation for first run was made merely for the purpose of contrasting the comparative cost of the different sites proposed, and the one at Mongkok was on this basis of calculation put down at \$500,000. When this site had finally been decided upon, a detailed estimate was prepared by Mr. Boulton, to whom there is probably no one better qualified for the task.

It was received last autumn, and communicated by me to the Council in my speech when introducing the Estimates. The amount was \$1,400,000 and the great increase was stated to be partly due to a rise in prices of materials, and partly to the fact that the typhoon of September, 1906, had shown that a much higher and more substantial seawall would be required than had been contemplated, but for the experience gained by that disastrous gale. This sum appeared to me to be beyond our present resources, and I referred it back to Mr. Boulton with a view to the preparation of a less costly scheme which would be possible if given partial protection, and be capable of later development as funds permitted. The result was that after careful revision his estimates were increased to \$1,400,000 instead of decreased, and that he reported that no partial or progressive scheme was possible. The alternative was to decrease the area of the shelter from 165 acres to 57 acres at a cost of \$883,800. The Engineer's report and estimates were referred to the Public Works Committee of the Legislative Council of which the Chairman of the Chamber of Commerce is a member and they unanimously recommended the larger scheme at Mongkok.

METHOD OF MEETING COST.

After a most careful investigation of the liabilities of the Government and the available Revenue which I need not detail at length in this Memorandum but which on fitting opportunity I shall fully explain, I satisfied myself that I had no alternative but to raise the light dues temporarily in the way which has been described to the Chamber of Commerce.

The following are among the reasons which led me to this conclusion.

A.—On the last occasion when an increase of revenue was found to be necessary (in 1902) practically all licences were largely increased, but no additional contribution was asked from shipping. The ability to contribute was recognized, but it was reserved for the next occasion which might arise.

B.—This liability was recognized in December 1907, when the annual members with

one exception unanimously recommended that the imposition of a permanent tonnage due of 1 cent in addition to the 1 cent Light Dues on the grounds that Shipping should pay its fair proportion to the Revenue.

C.—It arises from the fact that shipping benefits directly both in respect of capital expenditure on works, and in respect of increased efficiency in administrative machinery. In 1881 the Colony could offer nothing but a harbour infested by pirates and ships watered from a waterfall near Aberdeen. There is now efficient police protection, hospitals, markets, better and cheaper water supply, various useful institutions like the Sailors Home, good wharves and piers, landing and discharging cargo, and a well organized Harbour Department which regulates native craft.

D.—The principle that shipping should contribute to general revenue is recognized by the United States of America; which assigned ship ping dues to national debt charges, defence, and general revenue. In reply to a petition from the shipping interest in 1897 Mr. Chamberlain replied: "If at any time hereafter urgent necessity should arise for increasing general revenue I should be prepared to consider any proposal for again raising the shipping dues" and again in 1902 he gave it as his view that a special tax should be levied to cover any harbour improvement.

E.—In my view the typhoon shelter is a great "harbour improvement" which moreover directly benefits Ocean Shipping in that lighters and small craft which now bolt for the inadequate refuge at Causeway Bay on the first indication of a typhoon and so leave the Ocean Steamers sometimes for several days unable to load or discharge, and thus subject them to much delay and expense, will, when the new typhoon refuge is built, be able to remain to the last moment secure in the knowledge that they can gain an entrance whenever late.

If, however, this direct benefit to ocean shipping should be disputed, the principle put forward in (C) and (D) go to show that shipping is liable for contribution to any harbour improvement and even to purposes of general revenue.

F.—It has been argued that the imposition of any dues beyond the amount actually spent on lights and buoys would mean that Hongkong would no longer be a "Free Port." A "Free Port" is one in which no Customs dues are charged. Copenhagen, a free port, charges the equivalent of sixpence a ton, while Shanghai charges the equivalent of 14 cents per ton.

Others have urged that the proclamation of 1843 made exemption of all dues and an increase would violate that pledge. The proclamation was not in the nature of a treaty or pledge to third parties, but was merely a statement of the policy of the day, viz.—to attract commerce to a new and undeveloped port. The policy of to-day is to charge a very moderate rate for improvements effected on behalf of shipping.

G.—It has been urged that the Colony owes its prosperity to shipping which would avoid the port if dues are levied. There are those who maintain that shipping which would avoid the port for dues so small as these, were better away. The dues were raised to 24 cents between April, 1893, and October, 1897, to pay for the Gap Rock Lighthouse, and between these dates the tonnage increased from 489,733 tons to 6,065,642 tons. The inducement of ships to come to this port is not that they have nothing to pay, but in order to earn freights and proportionately as Hongkong becomes an industrial centre her shipping will increase. Our geographical position is equally advantageous to us as an industrial centre, as it is a port of call.

H.—The Chamber of Commerce appear to contend that the amount imposed upon shipping is too great, and that other interests should contribute a portion. Only half of the cost is asked from the shipping, and though I am not at present able to forecast the financial requirements of next year and shall not be in a position to do so till the draft Estimates are before me, I fear that the shipping interest is by no means likely to be the only one which will have to submit to increased taxation, looking to the large increase of revenue necessary for payment of interest on railway expenditure, the fall in exchange, the prospect of decline in opium revenue, and the continued loss due to discount on subsidiary coins.

I.—The Chamber of Commerce urge that the sum to be raised should be spread over a longer term of years, with a proportionate decrease in the extra dues. There is no point which has been more strongly emphasized by the representatives of the community in Council than that the construction of the Refuge should be pushed on with the utmost rapidity, and should not be allowed to occupy so long a time as the Post Office and Law Courts are doing. A period of five years has been estimated for the work, but if it should take longer than that time, it may be possible to spread the contribution for the last year or two over a longer period. Government, however, is not able to supply the capital for the commencement of the work, and to rely on gradually recouping itself over a long series of years, nor in view of the existing Loans which amount to above one-tenth of Revenue, am I able to recommend to the Secretary of State, nor would he agree to a proposal for a Loan for such a purpose. I do not enter into this matter in detail in this Memorandum, however, since it has already extended to considerable length.

(Sgd.), F. D. LUO, M.D.

8th May, 1908.

Hon. D. P. W.

Proposed Boat Shelter at Mongkok.

I beg to submit the accompanying plan and section, and the following report.

The plan shows, in red, the long breakwater originally proposed, and, in green, a short breakwater now suggested, but not recommended. The section shows a design which has been prepared after full consideration of the effects of the 1906 typhoon.

The bulk of the work could be carried out by native contractors. The concrete breakwater

is the only part of the structure which would have to be carried out departmentally, and very little special plant would be required for it. A dredger would have to be hired from the Dock Co., or Messrs. Popchard, Lowther & Co. for the purpose of excavating the trench for the foundations.

The breakwater is expensive but necessary, because three tons is the maximum weight of the boulders to be got by jacks, and such blocks are too small to withstand the action of the sea at or near low-tide level. The concrete blocks would extend down to 7 feet below Ordnance Datum, at which depth the three-ton boulders would not be liable to disturbance by the waves.

I estimate the cost of this design at \$750,000 per linear foot and the total cost of the long breakwater as follows:—

4,000 linear feet @ \$375,000.....\$1,500,000
Extra labour and materials at heads.....60,000
Total.....\$1,560,000

The actual cross section of the long breakwater at any point would not differ materially from the average cross section shown; and judging by the borings taken in connection with the proposed work, and by the soundings on the Admiralty Charts, the average cross section of the short breakwater, or of any other breakwater in the neighbourhood of it, would approximate closely to the average cross section shown.

With reference to the question of bringing within certain limits the cost of any work to be undertaken, I have to say that nothing but a complete breakwater would be of any practical use, as the (observatory) records of the 1906 typhoon alone are sufficient to show (vide attached diagram showing the average hourly direction and velocity of the wind during the typhoon on the morning of the 18th September, 1906).

The short breakwater suggested on the plan would give a sheltered area equal to Causeway Bay. This would be worth having; but there would seem to be too many expensive difficulties in the way to admit of the suggestion being acted on.

The area is small, and the width of the entrance would be proportionately small; but the north entrance cannot be placed close to the north shore, owing to a rocky shoal which exists at that point. A jetty would therefore be constructed on the shoal, and the entrance would be immediately to the South of it, as shown on the plan.

The estimated cost of the short breakwater and the jetty, is as follows:—

1,900 linear feet of breakwater @ \$375.....\$712,500.00
Extra labour and materials at heads.....60,000.00
Jetty.....60,000.00
Total.....\$832,500.00

The area enclosed by the short breakwater would be liable to become so choked with small craft as to cause a serious obstruction to the marine frontages abutting on the area, and sea running off the south-east end of the breakwater would impinge on the marine frontages immediately south of the entrance.

To avoid complicated claims from the towage affected it would probably be necessary to resume all the lots between Kowloon Marine Lot 31 and Kowloon-Marine Lot 39, and strengthen the sea wall between the south entrance and Kowloon Marine Lot 39.

(Sd.), J. F. B.

28.9.07.

Hongkong General Chamber of Commerce,
Hongkong, 29th May, 1908.

Dear Sir,—I am directed to forward for your perusal and consideration the enclosed copies of the Government's reply to the Chamber's letter regarding the proposed Typhoon Harbour of Refuge at Mongkok and Memoranda by His Excellency and the Hon. the Director of Public Works.

The plans mentioned therein may be seen at the Chamber between the hours of 10 a.m. and 12 a.m. from the 1st June to the 6th June inclusive, and my Committee, trust that you will take this opportunity of examining the scheme and estimates and that you will afterwards favour the Committee with your further views on the subject.—I am, etc.,
(Sd.), E. A. M. WILLIAMS,
Secretary.

The above letter was sent to the Companies who signed the letter to the Chamber dated 23rd April.

Hongkong General Chamber of Commerce,
Hongkong, 3rd July, 1908.

Sir,—I am directed to reply to your letter of 20th May, 1908, (No. 9155/1907) on the subject of the proposed Harbour of Refuge at Mongkok, and the imposition of additional Light Dues to defray half the cost thereof.

My Committee have submitted the plans and estimates to the general body of British shipping companies, and their agents, for their consideration, and the expression of their further views on this important subject.

I am to enclose, for His Excellency's perusal, a copy of a letter since received from them, together with their memoranda mentioned in paragraph two of such letter.

I am to state that my committee wish to associate themselves with the views of the shipping companies, as contained in their letter to this Chamber and the accompanying memorandum, and would ask His Excellency to accept such letter and memorandum as an expression of opinion by the Chamber of Commerce.

I return with this the plans and estimates and am directed to request you to express the thanks of my committee to His Excellency for the opportunity accorded them of examining the scheme and commenting thereon.—I have, &c.,
(Sd.), E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

Hongkong, 23rd June, 1908.

Sir,—We beg to acknowledge the receipt of your letter of the 11th ultimo enclosing copies of the Government's reply to your Chamber's

letter regarding the proposed Typhoon Harbour of Refuge at Mongkok and Memoranda by His Excellency and the Hon. the Director of Public Works, for which we have to thank you.

The facts of briefly we attach memoranda we have drawn up regarding the proposed refuge, and our views on some of the points affecting the shipping trade and taxation of Hongkong dealing with the comments made by His Excellency.

We are strongly of opinion that immediate steps should be taken to improve the refuge at Causeway Bay, half of which at the present time is practically useless owing to silt. We think that, on this being done, it will provide shelter for the greater part, if not the whole, of the smaller craft employed in the harbour.

Should the Government, however, be desirous of committing to the Hongkong scheme we rely on your Chamber to advocate that they adopt a scheme on the lines laid down in our memorandum, by which the cost—but not necessarily the work—is spread over a term of years, and will thus fall less heavily on those who have to contribute to the cost of the works, a policy which is usually adopted by port trusts and cities borrowing money for permanent improvements.

With reference to the Colonial Secretary's reply to our inquiry regarding the increased fees on cargo boats, lighters and waterboats, we are surprised to learn that the increase was made in the interest of General Revenue, on the ground that such fees were considered to be low. We are of the opinion that fees derived from such a source should be devoted to the up-keep of the various branches of the Harbour Department; and that any surplus should be applied to works such as the dredging of Causeway Bay or the erection of a typhoon shelter. We would point out that, from past records, Mr. Chamberlain mentioned the revenue derived from native shipping was to be applied to the Harbour Master's Department, as apart from what may be termed the general budget of the Colony.—We have, etc.,
(Signed), F. J. ARNOT,
Acting Supt., P. & O. S. N. Co.

BUTTERFIELD & SWIRE,
Agents, Ocean Steam Ship Co., Ltd.,
China Mutual Steam Nav. Co., Ltd.,
China Navigation Co., Ltd.,
JARDINE MATHESON & Co., Ltd.,
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Agents, India Line Ltd.,
DODWELL & Co., Ltd.,
Edgar G. Barrett, Manager,
CANADIAN PACIFIC RAILWAY CO.,
J. W. CRADDOCK, General Traffic Agent,
DOUGLAS LARRAIE & Co.,
General Managers, Douglas Steamship Co., Ltd.,
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E. & A. S. S. Co., Ltd.,
SHRYAN TOMES & Co.,
General Managers, China Manila S. S. Co., Ltd.,
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Agents, Shire Line of Steamers, Ltd.,
MCGREGOR BROS & CO.,
General Managers, "Glen" Line of Steamers,
HONGKONG, CANTON & MACAO Steamship Co., Ltd.,
W. E. Clarke, Secretary,
DAVID RASSOON & Co., Ltd.,
Agents, Apat Line.

The Chairman, Hongkong General Chamber of Commerce, Hongkong.

MEMORANDUM FROM THE BRITISH SHIPPING LINES TO THE CHAMBER OF COMMERCE.

RE LIGHT DUES.

Typhoon Shelter.

If the Government has not definitely decided to build the new harbour of refuge at Hongkok there are various reasons against the site.

1. Too big—contemplated size not required at present; likewise to build as intended when the necessity is not apparent.

2. Cost—prohibitive in Colony's present financial condition.

3. Accessibility.—It is no more accessible than the present refuge.

These reasons are all in favour of first improving the present site at Causeway Bay (which is in a disgraceful state), and watching the result. In favour of this it is contended that:

1. Cost of dredging is not excessive.

2. Accessibility is equal to new site proposed.

3. Area is large enough for all practical purposes.

Lighters and large junks can ride at anchor as they have always done, and small craft can be well accommodated at Causeway Bay in ordinary typhoons.

4. Safety of Craft.—For a typhoon unguaranteed, as in 1908, no refuge of any size or description or situation would be of any avail.

HONGKONG SHELTER. SUGGESTED.

METHOD OF MEETING COST.

If the Government is definitely committed to the Hongkong scheme there is nothing further to be said except for the shipping to present their views as to financing the work. They would repeat that this should be arranged to extend over a longer period than that proposed by the Government and that the extra tax on shipping should not exceed 1 cent per ton net register. The financial arrangement should be separate and distinct from the general finances of the Colony. This can be done if necessary without the Government contracting a special loan. Any of the local banks will be glad to lend the money as an ordinary overdraft at 5% if guaranteed by the Government, the shipping companies guaranteeing to pay the extra 1 cent per ton register until the cost is finally paid off, the account to be reduced by the interest monthly into the bank providing the money of

the total realized by the extra 1 cent register with an equal amount representing the Government's half share of the cost. By this means the urgency of the work suffers no delay.

ANSWERS TO GOVERNMENT MEMORANDUM.

A.—Owing to the increased size of steamers heavier dues have to be paid than heretofore. In most instances steamers have not brought or taken away more cargo than formerly, but the cost of calling has been increased. The Colony has consequently benefited.

B. D. & H.—In reply to the petition in 1897, Mr. Chamberlain also stated, "I concur in your views that modern steamers may probably be levied in Hongkong provided the proceeds do not in ordinary times exceed the total expenditure of the Harbour Department including Light Houses, Water Police, &c."

Lord Alton came at the same time and with the same proviso regarding the expenditure of the Harbour Department. He stated that Mr. Chamberlain had under his consideration to adopt one of the two following alternatives, viz.—(1) A uniform charge of two cents (instead of 1 cent) per ton on all shipping or (2) a charge on a graduated scale such as is levied at Gibraltar beginning at 24 cents per ton on small vessels and rising to a maximum charge of (say) \$30 to \$40 on ships of (say) 1,800 tons and over.

From these extracts it can be only concluded that it was not the wish or intention of the Hongkong Government to levy a heavy tax on steamers. On the existing scale many steamers are paying heavily more than Mr. Chamberlain (2) contemplated.

In 1896-1897 a fair average ocean steamer was 3,000 tons register tonnage dues at 1 cent 18s; at 24 cents 7s.

To-day ocean steamers are often 3,000 tons register tonnage dues at 1 cent 5s; at 24 cents 7s.

Harbour Police should be, and we believe is, paid out of light dues.

Hospitals. Services under this heading are paid for by Shipping Companies at market rates to the financial benefit of the Colony.

Water supply. A fit of the Colony—there is no labour; the obligation is mutual.

Sailors' Home pays for itself we believe, and it would be interesting to learn what share the Government pays for any advantages derived therefrom by the shipping.

Wharves and Piers.—Government have charged shipping companies very highly for Crown rent, etc., and piers and wharves are erected by private enterprise. Shipping pays directly for every service rendered.

Cost of Harbour Department is more than paid for out of light dues.

F.—Free Port.—Shipping companies do not protest against extra taxation altogether on their own account; they can always "even up" on rates so that ultimately all additional taxation is met by consumers, but the Government should tread cautiously in the direction of increasing the burden on shipping, for if taxation is increased beyond reason, owners will have to protect themselves by increasing rates to the disadvantage of Hongkong vis-a-vis other ports.

The difference of even half a cent per picul might mean that transhipment of thousands of tons of cargo would be diverted from Hongkong and delivered direct to Manila, Shanghai, Canton, and elsewhere. The shipping companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or elsewhere with facility, but the Hongkong Government would realize, when perhaps it was too late, that they had driven trade into the hands of a competing port, willing and anxious to secure the trade.

In the Philippines the American Government has lately spent large sums in improving their harbour, and the ports are absolutely free of tonnage dues or light dues—and as a consequence railway material and other home cargo which used to come via Hongkong is now carried to the Philippines, while hemp and other exports which previously were transhipped at this port, are increasingly shipped direct from Manila.

Shanghai is similarly improving the Whangpoo, not at the expense of shipping, but in order to attract it. Shanghai is not a free port and does not claim to be, but how is the 14 cent per ton made up? China charges tonnage dues at the rate of 4 mace per net register ton—51 mace cents for 4 months. For this levy steamers have the privilege of calling at any and all China ports as many times as they like for a period of 4 months without extra charge of any kind, and should steamers be laid up during the period an extension is granted. Contrast the services rendered by the Chinese Government with that by the Hongkong Government. There is no comparison. The China Coast is one of the best lighted in the world and the service second to none. On some of the regular coasting lines the charge of 4 mace every 4 months actually works out less than the Hongkong dues of 1 cent per net register ton levied ever, time a steamer calls.

G.—If it is correct that the Colony does not owe its prosperity to shipping it will not be disputed we presume that it is the trade which attracts it here. If that trade is driven elsewhere by excessive taxation either direct or indirect it will be lost to the Colony but not to the shipping, which can readily follow it. How easily shipping followed the trade to Manchester when the Canal was opened, how quickly it left Macao for Hongkong, and Cheloo for Tsingtau, when lack of attention to its approaches in the one case and railway development in the other carried the produce of the hinterlands to the neighbouring ports.

Hongkong of itself is not naturally an industrial centre. It has risen to be one by the freedom and cheapness of the port (that is the one advantage that has enabled the Colony to rise above natural disadvantages, and if we are to continue to prosper this advantage must not be interfered with; if it is, just as surely as taxation is increased and cost of production levelled up to other places will the port decay.

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CHARLOTTA WITZ & CO., Agents.

Hongkong, 7th July, 1908.

(9)

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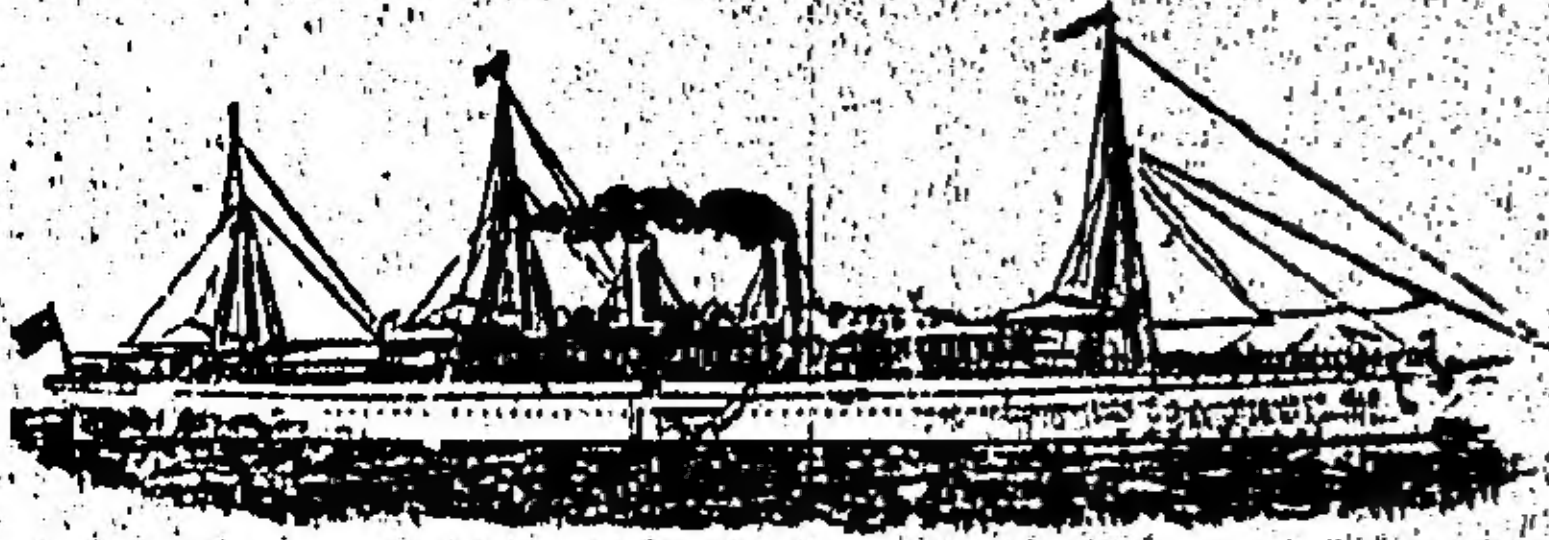
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O. E. OWEN

Proprietor.

Kowloon, 6th July, 1908.

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SHANGHAI	"KWO'GANG"	THURSDAY, 9th July, Noon.
MANILA	"YUBANG"	FRIDAY, 10th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	WED'DAY, 15th July, Noon.
MANILA	"LOONGSANG"	FRIDAY, 17th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 18th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kutiang," "Namsang," and "Yatsung" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Meiji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 4th July, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HAIPHONG	"LINAN"	8th July, 9 A.M.
AMOI, CHEFOO & NEWCHANG	"KWYIANG"	9th " 4 P.M.
HOIHOW & HAIPHONG	"HUPEH"	10th " 8 A.M.
JAVA	"FORESTDALE"	14th " Noon.
MANILA	"TEAN"	14th " 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	14th " 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	15th " 4 P.M.
MANILA, ZAMBOANGA, THURSDAY	"TAIYAN"	3rd Aug.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	8140	R. Rodger	MANILA	SATURDAY, 11th July, at Noon.
RUBI	8140	Almond	MANILA	SATURDAY, 18th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 4th July, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Paton, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "China," 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on 23rd August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 29th June, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SURUGA" 18th July.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 17th June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

"Sumner" 6,233 Shotton 23rd July

"Kumera" 6,733 Cowley 19th Aug.

"Shawmut" 6,666 Roberts 12th Sept.

"Tremont" 9,666 Garlick 6th Oct.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tremont"

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensure steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further Information, apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 2nd July, '08.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have excellent

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHUN ON S.S. CO., LD.,
No. 4 Queen's Road West,
Hongkong, 2nd July, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN."

Captain Robinson will be despatched for the

above Ports, on FRIDAY, the 10th instant, at

5 o'clock P.M.

A reduction of 20% on First Class Fares to

Foochow, will be made during the Months of

July, August and September.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th July, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

will be despatched for the above Ports on or

about the 10th July, 1908.

For Freight and further Particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 22nd June, 1908.

FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH."

Captain MacCalland, will be despatched for the

above port on or about the 15th July, 1908.

For Freight and further particulars, apply to

DODWELL & Co., LTD.,
Agents.

Hongkong, 3rd July, 1908.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queens-

land Ports, and taking through Cargo to

Adelaide, New Zealand,

Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above

on TUESDAY, the 22nd July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1908.

For Sale.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 16th March, 1908.

THERAPY MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM,

This is a condition (or disease) to which doctors

give many names, but which few of them really

understand. It is simply weakness—a break-down,

as it were, of the vital force that sustains the system.

No matter what may be the cause (for there

are almost numberless), the symptoms are much the

same: the most prominent being aching limbs,

loss of vitality, and a general feeling of

exhaustion. Now, what does this weakness

mean? It means a general depletion of the

vital force, and a consequent loss of

energy. It is a condition which may be

caused by many different things, but

the result is the same: a general

weakness, a loss of vitality, and a

feeling of exhaustion. Now, what does

this mean? It means a general

depletion of the vital force, and a

consequent loss of energy. It is a

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many different things, but the result

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loss of vitality, and a feeling of

exhaustion. Now, what does this

mean? It means a general depletion

of the vital force, and a consequent

loss of energy. It is a condition

which may be caused by many

different things, but the result is

the same: a general weakness, a

TO-DAY'S EXCHANGE.

SHIPPING AND MAILS

THE WEATHER.

Shipping.

1. **Shipping** for **London**,
Halifax, for **Singapore**,
 1950-1951

Oronok, Res. schponer, 250, Fogg, 5th July,
Singapore 27th June, Ballant.—Ordn.

July, 11 A.M.
Shanghai, Yokohama and Kobe — P
Savona, 8th July, 11 A.M.
Bangkok — Per Rajah, 8th July, 11 A.M.

(*) Flamship of Rear Admiral Richard F.
Commanding the naval defense of 194

100

Commanding the naval defense of Tokyo

Shanghai, Yokohama and Kobe - Per
8th July, 11 A.M.
Shanghai - Per Royal, 8th July, 11 A.M.

Intimations

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

GENERAL HOUSEHOLD REQUISITES.
S.C., S.C., S.C.

Telephone 250.

DEPOT

FOR EASTMAN'S
KODAKS, FILMS,
AND ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1901.

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER.

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Suffered Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 2/6.

LONDON, " " " " " " " "

Actresses, Songs, Animals, Lovers and Comic Cards for 15/-.

English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

100 ASSORTED Cards for 20/-.

gross Jewelled Cards for 9/-.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

HONGKONG
31, John Street, Bedford Row, W.O.
Hanchuan 4th March 1908.

CALCUTTA,
50, Bentinck Street.

SHANGHAI,
506, Nanjing Road.

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns.

HONGKONG and SWATOW.

Hanchuan, 10th October, 1907.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND SPLENDID STOCK OF FRENCH MILLINERY, IN VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES

BY BLK. AND TAN GLACE KID from the best American Manufacturers.

FLANNELS, TWEEDS, SERGES, Ladies' DRESSING GOWNS and JACKETS.

Samples on application. Court reports orders carefully executed.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, GAINE ROAD, begs most respectfully to, **APPEAL** to the Residents of Hongkong and the Coast Ports for their kind patronage and support; and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools.

AN APPEAL.

BLK. AND TAN GLACE KID

from the best American Manufacturers.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Court

reports orders carefully executed.